

Jim Crow Cars-1934

Alabama

Birmingham, Ala., News

June 1, 1934

NEW BUSES OPERATED

Birmingham Tries Different Type Of Carriers On Two Lines

Two new motor buses are in operation Friday on the Avenue F line from Twelfth Street to the Elmwood Cemetery and on the Gate City-Irondale line from Fifty-Seventh Street and First Avenue to Irondale. J. S. Pevear, president and general manager of the Birmingham Electric Company, said the two buses are being tested on these lines. He explained that bodies now on the buses will be redesigned and improved if they are purchased for use here.

At a conference with the City Commission Wednesday, Mr. Pevear outlined tentative plans for a \$500,000 expenditure for improvement of Birmingham's transportation system. The proposed program includes substitution of buses for street cars on some of the shorter lines.

Commissioners Robinson and Downs insisted on segregation of the races and separate entrances for white people and Negroes. Commissioner Robinson said the commission probably will require the electric company to use two men permanently on the Norwood line and other lines on which one-man cars are not specifically authorized by city ordinance. Mr. Pevear pointed out this may endanger the improvement plans.

BIRMINGHAM, ALA.

POST

JUN 1 1934

There's a Place for It

The city commission and J. S. Pevear, president of the Birmingham Electric Co., appear to have developed some difficulties relative to plans for the expenditure of \$500,000 recovered from the National Power & Light Co., Beco's holding corporation, for use in improving the street railway system.

Mr. Pevear asserts that the best way to improve the service would be to buy \$500,000 worth of one-man busses to replace street cars on lines carrying lighter traffic. He says that service in most instances could be speeded up from 12 or 15 minute intervals to intervals only half that long. The picture in this respect is not unattractive.

Commissioners Downs and Robinson, however, contend that any busses used must employ two men and provide separate entrances for ~~negroes~~ and whites. On some lines such an arrangement may be necessary, but the successful operation of one-man, one-entrance street cars on the Southside indicates that the necessary division of races does not always require two operators.

Mr. Pevear's attitude seems to be that

since his proposal for one-man busses has met with objections, he should be allowed to assimilate the \$500,000 into the reserve or surplus accounts of the corporations.

This money belongs to patrons of the electric and street railway systems and must be used for their benefit. There is no lack of places for it to be spent in improving the street car service, regardless of whether the motorization program is undertaken. At least it could be used to purchase some new cars or to repair some of the old ones which are in a somewhat advanced stage of dilapidation.

ADES BELIEVES J.C. CAR LAW ILLEGAL

Office American
BALTIMORE - 1-6-34

The segregation of Negroes on trains passing from one state to another is unconstitutional, according to Bernard Ades, Communist attorney and counsel for Euel Lee.

In response to a question on this matter put by the AFRO, Mr. Ades has studied the Jim Crow laws in interstate transportation and gives as his opinion that the procedure would not stand court scrutiny.

Mr. Ades states that a test case on this matter will probably be instituted soon in the courts of Washington.

Advise Colored People to Travel by Railroad

Be it well understood that this editorial is no grand stand play, but its an experience, and observation picked up by the blood and sweat contact we've had, especially since the Bus has been in transportation the contender as a common carrier of lets say, all the people, white and colored. We've proved by travel that there's no consideration given to colored people who for any reason travel by Bus. There's no "rest-room" for colored women, if they get accommodation, its after other women have been served, to say nothing of colored men who travel on a Bus if he gets along, must catch as catch can. If the Bus is crowded, the colored passenger must get up and get out of his or her seat, and alternate to suit the whims and prejudice convenience of other people. *O there is nothing like it under the sun*, if you look at it from a stand point of equal accommodation for equal pay. We've often wondered as to what the Bus folk have in their minds with regards to offering to become a common carrier of white and colored alike? They seem to have no conception of a colored person's comfort, riding on a Bus. Preachers and teachers and other leaders should warn our people against riding on a Bus.

On the other hand, while the railroad is by no means perfect in regards to its colored accommodation, its by far, more consideate and pleasant to travel by rail as many of the railroads in the South are circumscribed in the accommodation they now give by the hate and prejudice of Southern legislature that have worn us all but out taking our cause to the U. S. Supreme Court; but by and large, since the railroads have reduced the fare on all roads below that of the Bus, and since the colored people get so much better accommodations on the railroads than they

can even hope for on the Bus, it becomes the duty of us who know to urge it upon our people that think *rather slowly* to ride on the train and save money and have comfort, instead of on the Bus to pay more and have no accommodations plus acute humiliation.

New York

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BUS COMPANY WILL RETAIN COLOR LINE

The American
NEW YORK CITY.—"It has been the policy of the Fifth Avenue Coach Company not to hire Negroes on our buses, and this policy will not be changed," said Frederick T. Wood, president of the company, Monday, to a delegation from the League of Struggle for Negro Rights. Herman MacKawain of the L.S.N.R., pointed out the discrimination practiced by the company in that it has never had Negroes as conductors or drivers among their 1400 employees. 2-10-34

Mr. Wood implied that the company considered Negroes inferior and incapable of such work. "We hire workers according to their ability and efficiency," he said, "and therefore we have never hired Negroes and have no intention of so doing."

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Pennsylvania.

Trick Jim Crow on Great Eastern Bus Line Now

Alfred Baugh
Philly Citizen Says Line
Instituted Trick Segre-
gation Plan. 34
10-27-34

HAD PLANNED LETTER
OF COMMENDATION
But now urges any "ism"
But Now Urges Any "Ism"
Which Will Halt Insults.

PHILADELPHIA—That he will henceforth urge Socialism, Communism or any "ism" that will halt insults and injustice from segregation on busses, was the conclusion J. Gordon Baugh, president of the Co-operative Business and Professional League of Germantown, wrote to the Great Eastern Stages, Monday.

Mr. Gordon's letter, he stated, was the result of being jim-crowed on one of the company's busses on a trip from New York to Philadelphia, last week.

Trick Segregation

The Germantown business man stated that the conductor on the bus line resorted to a kind of trick to segregate all colored passengers. His letter to the bus line, a copy of which he sent to this paper, in part, follows:

"I bought a round trip on October 2 for New York at Broad and Erie Avenues, Philadelphia. I sat in the first available seat. I enjoyed the trip and determined on returning home to write a letter to our newspapers commending your line and advising others to use it.

"Just before reaching New York, the operator announced that reservations must be made for the return trip. Thinking it was to prevent overcrowding, immediately on reaching Fulton Street, Brooklyn, the end of the line, I made reservation for 6 p.m., October 5.

Was Surprised

"Imagine my surprise on my

return when I was told to sit in No. 14. I realized the trick when three other colored passengers were seated in the same section.

"Eight colored passengers were directed to the center of the bus, the rear being reserved for smokers and seven whites. There were several vacant seats all the way to Philadelphia.

Vote Any "Ism"

"Instead of a letter of commendation, my advice will be: 'Use a bus as a last resort. Vote for Socialism, Communism, or any other isms which will guarantee justice with dignity.'"

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The Hell In Jim Crow Laws

A white railroad station agent at San Antonio, Texas, recently refused to sell the late W. Sampson Brooks a Pullman reservation and today Bishop Brooks lies under the sod and the dew, a direct victim of the South's hellish Jim Crow laws. *Black Dispatch*

The distinguished American had just undergone a serious major operation. He was an old man, ripe in useful service to his race and nation. Born immediately after slavery, he had risen over obstacles to high ecclesiastical position. He was entitled to the best America affords.

But Bishop Sampson Brooks was black. In his enfeebled condition he went to a railway station at San Antonio to secure Pullman reservations to a conference he hoped to hold at Paul Quinn college, Waco. He was refused and returning to his home he brooded over the restrictions that forced him into a Jim Crow car, which his physical condition could not withstand. His relatives say the strain was too great upon his physical being. *7-28-34*

And thus we write another chapter in American prejudice. The South still has its Jim Crow system and the black folk have their corpse. Another "Nigger" wanted to ride with white people.

RIDER PROTESTS TREATMENT OF BUS PASSENGERS

Reply Makes Promises But Questions Unanswered

DANVILLE—Even white people were indignant at the epithet "niggers" hurled at colored passengers on a Greyhound Lines bus enroute from Greensboro to Danville on October 25.

The case was brought to the attention of high officials of the Greyhound Lines by W. B. Weaver, traveling representative of the Richmond Beneficial Insurance Company, with home offices in Richmond.

In his letter of reply to Mr. Weaver, B. M. Amole, assistant traffic manager of the company, failed to answer direct questions put to him by Mr. Weaver, but promised that such an occurrence would not happen again.

The text of Mr. Weaver's letter under date of Oct. 31, follows:

"I am sending you this communication in order to ascertain things with regard to the above named company. I am colored and a traveling representative of a large colored insurance company, which does business throughout Virginia and the District of Columbia. Due to my position, I find it necessary to use buses quite frequently in going to and from the various fields over which I have jurisdiction.

Cites Case In Point

"On the 25th inst. I purchased a ticket in Danville, Virginia, and had planned to get the 7:20 bus for Richmond. I put my topcoat and bags on the bus and was standing beside it conversing with some of the passengers when a white lady and two white gentlemen came up to the parties with whom I was conversing and remarked that they were very sorry that the driver had spoken so insultingly to them.

"The two colored passengers in question got on the bus at Greensboro, with Atlantic City as their destination. As there were only a few white people on the bus they took the second seat from the rear. Immediately after leaving Greensboro the driver stopped the bus and told the colored passengers to take the rear seat as that is where you niggers belong. They naturally followed his instructions, as they did not want any trouble.

"The driver said that his orders

you see the score predicted here
ity as A. and T. outplayed Union
on was that A. and T. would win
the game ended! Yessir, 'twas
There didn't seem to be more
ie which was a bitter pill for the
here were more folks from Ports-
k; did you notice?
Norcom, who licked St. Emma to
their bag of tricks into the Capi-
e on mighty Armstrong. Over-
trouble, but they should win, 7-0.
e of local high schools for honors
all fan has overlooked Coach Dick
iamond Institute and the trouble
year. If those boys were in the
eck for somebody.

own his icy hand in these parts,
locals conspicuously absent from
re able to get their overcoats out

amusing incident in the life of
ved as a cook in the beach early
the hotel called for an order of
eded to murder an innocent chick-
ed the stuff the woman took one
chicken-a-la king, but it looks like
ten-spot and the rest of the deck
titchen...."

prize in whist—which was a load
ay nite of last week. Thos. Bon-
ch was a ham. The affair was
Bet the whist prize was more

best dressed woman at the A.
Miss Nellie Williams, of the
er dark, romantic-looking es-
de was who entered the Ports-
l the charming femmes there.
ie in my life....etc...." And
ussaint L'Overture S. and L.
ing subscription dance at the
ite Nov. 20. You are invited

eduled to be screened at the Capi-
Day Nursery on Friday, Nov. 23,
kets are already on sale and the
it to help the nursery. The show
Social Service Club. "Hideout,"
e screened on Friday of this week
9, 625, 678, 079, 403.

R. Arrington Riddick said to his
column as he departed for Wash-